

Today's Advertisements.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the

ACCIDENT DEPARTMENT has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE, and FIDELITY GUARANTEE.

W. H. T. DAVIS,

10, Des Vieux Road, Central, Hongkong, 23rd May, 1901. [559c]

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st June, 1901. [572c]

WANTED.

A WRITER for TEMPORARY EMPLOYMENT in H.M. VICTUALLING YARD. Apply at Office of DEPUTY VICTUALLING STORE OFFICER between 9 and 12. Hongkong, 1st June, 1901. [584c]

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING will be held in the CRICKET CLUB PAVILION, on TUESDAY, the 11th June, at 5.30 P.M. BUSINESS.

- To receive and pass the Hon. Treasurer's Accounts.
- To elect the Officers and Committee for the ensuing year.
- To fix the value of the Club Prizes for next season.
- To fix the date of the first Club Race.
- The following alterations to rules will be proposed:—

(A) That the new Rating Rule adopted at a General Meeting on February 11th shall remain in force until June, 1908.

(B) That the new rating rule shall not apply to existing Yachts, provided no alteration is made in their hulls.

(C) That if the owner or part owner of a Yacht makes an appointment with the Official Measurers to measure the Yacht in which he is interested and neglects to have the Yacht ready for measurement at the appointed time and place he shall forfeit a fine of \$5.

(D) A Fee of \$5 shall be charged for every certificate after the first each season, subject to the discretion of the Committee, who may remit the fee in any special circumstances.

F. KOE, MAJOR,

Hon. Sec., R.H.K.Y.C.

Hongkong, 1st June, 1901. [586c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship "HAILONG," Captain Bathurst, will be despatched for the above Port, on MONDAY, the 3rd instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARAIN & Co., General Managers.

Hongkong, 1st June, 1901. [585c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [4454b]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTONJEE,

22 & 23, Elgin Road, Kowloon,

Hongkong, 16th April, 1901. [34]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,

5, D'Aguiar Street,

Hongkong, 27th April, 1900. [34]

For Sale.

NOW READY.

THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION

OF THE "HONGKONG TELEGRAPH." TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies, should order early, as only a limited number has been struck off and a Second Edition cannot be printed. The Special Edition will be mailed to any address, on receipt of 50 cents to cover cost and postage.

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY, Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 1, 1901.

NOTES AND COMMENTS.

Cleanliness and Plague.

Ever since the first outbreak of the bubonic plague in epidemic form in 1894, the Hongkong Telegraph has continued to drum into the ears of the public that plague is essentially a filth disease and that personal and household cleanliness is the best safeguard against its attacks. That the lower orders of Chinese are probably one of the filthiest races on the face of the earth, both as regards their persons and houses, we think few will deny, and therefore it is not to be wondered at that they fall an easy prey to this fell disease.

It struck us the other day that the Japanese ought to be quite as liable to contract plague as the Chinese, but for the fact that they are scrupulously clean in their persons and are in the habit of keeping their houses in a spotless condition. Accordingly we caused enquiries to be made and elicited the following facts.

There are in Hongkong some five hundred and fifty Japanese, two hundred and fifty being males and the rest females. They live, for the most part, in the Eastern end of the town which at the present time is the chief centre of plague. Yet up to date there has been but one case of plague amongst our Japanese population. This is the more remarkable when one takes into consideration the fact that Ship Street, situated right in the very centre of the worst plague district, is filled with Japanese, who practice what KIPLING terms the oldest profession in the world. Surely these women, one would imagine, would be particularly subject to be attacked by plague, yet our statistics show that such is not the case.

The explanation of the matter rests, we believe, in the fact that the Japanese are so scrupulously clean. We are told that they give the Sanitary Authorities not the slightest trouble on account of dirty houses, and that if any suggestion is thrown out regarding any sanitary improvement which it is in their power to adopt, it is immediately put into effect.

We certainly think that the above facts speak well in favour of cleanliness. Here are these people living right in the midst of the plague, and by the exercise of a reasonable amount of care they have managed to go so far with only one case amongst them. Would that the Chinese would take pattern by them and remove some of the accumulated filth of years from their premises.

We have frequently pointed out how piles and piles of filthy odds and ends are turned out of every Chinese house from which a plague case is removed. The Sanitary Authorities inform us that they are utterly unable to cope with this great love for the collection of rubbish possessed by the Chinese. A Sanitary inspector goes round and sees that a house is thoroughly cleaned out and all this useless trash burnt; but we are assured that within a few weeks it is just as bad as ever, for a new collection of rubbish has been made. The great fault seems to be that the Chinese will throw nothing away if they can help it, and also they eagerly seize upon any odds and ends which have been discarded by others and cart them home to add to their piles of filth. Old boots and shoes, old tins, old clothes, old boards and boxes, nothing comes amiss to them, but all is carefully stored away; no

matter how far advanced in decay, and forms a very fine hotbed for plague, and other filth diseases. We very much doubt if even the dirtiest and meanest rag and bone shop in Europe could compete with any ordinary Chinese lower class house in its collection of utter rubbish.

Government Excesses.

At the meeting of the Sanitary Board last Thursday, we notice that the Vice-President (Mr. MAY) as usual endeavoured to excuse and whitewash the Government in every possible way. He practically stated that years ago the Government wanted to institute all kinds of beneficent measures, and had wanted to ever since, but that stupid opposition (by unofficials of course) in the Legislative Council, and that patient public opinion the Government takes much notice of, nullified all their best efforts. What Mr. MAY troubled himself to say all this for, he knows best; no one was likely to believe it, and he probably didn't believe it himself. The Government, as he very well knows, can pass any resolution in Hongkong, and carry it out, that it chooses, in spite of any opposition, and if the Government had measures in hand which they knew were for the public good, it only shows they are too slack and indifferent not to have carried out their plans in spite of opposition. We are always glad to have our Sanitary Board reports lightened by kindly little touches of humour, and we note that Dr. CLARK said sensible public opinion was with him entirely, although perhaps not that portion of it represented in the Legislative Council. There was nothing particular in the rest of the business transacted, Mr. MAY and Mr. BREWIS voting as usual.

In our Notes and Comments yesterday, we were made to say that Admiral Seymour was the first British Admiral that ever held flag rank on the China Station. The paragraph should have read *flag rank*, for every Admiral or Commodore holds flag rank. The slip was due to a printer's error.

REUTER'S TELEGRAMS.

THE HEAT IN ENGLAND.

LONDON, May 30th.

The thermometer in London registered 88 degrees in the shade yesterday.

There has been a drought in England since the 17th April which has injured the crops, the Continent is suffering similarly.

LATER.

HEAVY RAINS IN ENGLAND.

Heavy rains occurred yesterday in many districts in England.

THE CHINESE INDEMNITY.

China formally agrees to pay an indemnity of 450 million taels, with interest accruing thereon at four per cent. per annum.

WEATHER REPORT.

The Observatory report says:—On the 1st at 12.25 p.m. the barometer has fallen on the China coast and in Luzon. Pressure is highest between the E. coast of China and W. Japan, and there are indications of a depression in the Pacific to the E. of Luzon. Forecast:—Moderate N.E. to N. winds; showery.

LOCAL AND GENERAL.

A VICTIM'S note.—Love is blind, but matrimony is a good oculist. H.M.S. *Talbot*, the *Bonaventure's* relief, has arrived at Singapore and was expected to leave for Hongkong to-day.

THE different races composing the Austrian nation are again up in arms. Numerous risings have taken place and further trouble is feared.

EMPLOYER (engaging coachman): "Are you married?" "Conscious Coachman: "No, sir, these 'ere scratches came from a cat."

Little drops of water, Tiny grains of sand, Make the builder's mortar, In this flowery land.

Mr. H. Price of Messrs. Price & Co. is expected back from Manila in a few days. The merchants of Hongkong are keenly alive to the securing of additional trade in the Philippines.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere. THE A. D. C. of Shanghai are producing "His Excellency The Governor" on the 4th and 6th this month, at the Lyceum Theatre. It may be remembered this play was produced here by the Dallas Company last year and was well received.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery cordies.

As will be seen in another column, Swatow has been declared infected with plague, and quarantine is imposed on gessels arriving there from Hongkong. It seems curious that they should wait for plague to appear in Swatow, and then impose quarantine on Hongkong arrivals, a port notoriously plague stricken.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

—Soprano, "Love in Idleness" Macbeth.
—Soprano, "The Rose Tree" Macbeth.
—Soprano, "The Rose Tree" Macbeth.
—Soprano, "The Rose Tree" Macbeth.
—Soprano, "The Rose Tree" Macbeth.

THERE was an accident at the Kowloon Docks this morning. The S.S. *Prometheus* was landing a large gun, with the aid of the Dock's derrick when the tackle slipped and the gun fell into the ship's hold, starting some of her plates.

We draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 39 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

Even the Central Police Station is taking time by the forelock and having a thorough spring clean on account of the plague epidemic. The Charge Room was having a fresh coat of whitewash yesterday although it was apparently perfectly clean before. The Police Stations are always bright spots as regards cleanliness.

Nothing but long faces are met with on Queen's Road amongst the local merchants. The trouble up north caused a momentary influx of new business and consequently the indenting of large stocks from Europe. These goods are now coming to hand and in spite of severe cutting in prices cannot readily be disposed of.

We hear that the dredger *St. Enoch*, which arrived here the other day from Wei-hai-wei, is to be taken over by the contractors for the Naval Yard Extension to take the place of the unfortunate *Canton Kizer*, which still lies snugly berthed at the bottom of the harbour. It is to be hoped that the *St. Enoch* will prove to be a more lucky boat than her sister.

We note in Shanghai papers that at a special sitting of the Supreme Court held on the 28th ultimo, His Honour Chief Justice Wilkinson presiding, Sir William Neville Montgomery Geary, Bart, was enrolled to practise as a barrister in the Supreme Court for China and Korea. Sir William, as will be remembered, was lately admitted to practise in Hongkong.

THE contractors in the building line in Hong Kong are finding great difficulty in securing the services of properly trained artisans. New buildings are going up on all sides and the wily Chinaman is not slow in shipping off to other parts if a little more in the way of wages can be secured. The coast ports are almost depleted of desirable labour owing to the constant migration.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE Tung Wah Hospital Authorities are issuing a series of very realistic pictures showing the straits to which the people in Shensi are being put by the famine. The pictures show the foxes coming into the villages, villagers dying of starvation, and selling their children for a few strings of cash, and one very gruesome one shows these same children being butchered and sold for human food.

It is rumoured that the Government are contemplating the advisability of ordering the whole of the large block of buildings now in course of erection at the Eastern end of Elgin Road, Kowloon, to be pulled down. Several collapses have taken place in this block and the Western wall shows signs of serious bulging and a big crack has appeared in it. There are many other buildings now being chucked together (building is too good a term to use) which certainly deserve the same fate.

MR. ALFRED STEAD, son of the Editor of the *Review of Reviews*, who was lately in Hawaii, was asked, says the *Hawaiian Gazette* concerning the suppression of the *Review of Reviews* in South Africa, and especially in the British possessions, on account of its political attitude toward the ministry. Mr. Stead said that his father pursued an editorial policy upon the merits of the war which caused the powers that be to take measures to prevent its utterances from finding a voice in the south of Africa. Mr. Stead says the suppression of the monthly is only theoretical. His father took the stand that the war was useless and could have been worked out to the satisfaction of all concerned in the Transvaal in the course of the time, in which the English and Boers have waged war with each other. The Kruger element was in the minority, but according to the method of representation in vogue they had the controlling vote on all measures, and by this means Kruger was able to engage in war with England. W. T. Stead has clung to his policy of declaring that the ministry plunged Great Britain into a useless and expensive war and for that reason his magazine, together with *Reynold's Newspaper* and *Labouchere's Truth*, have all fallen under the ban.

AT THE MAGISTRACY.

UNLICENSED BOATS.

Four boatmen, Kwok Yung Pak, Kwok Tai, Cheung Tai, Lo Shing Tai, were fined \$10 or 14 days for using their boats unlawfully; one defendant was not present and his bail of \$25 was estreated.

NEIGHBOURLY LOVE.

A certain woman of 68 Stanley Street, 2nd floor, was charged with allowing water to run down into Mrs. Lo Nin's quarters on the first floor and behaving in a disorderly manner. It was a woman's trouble with the usual spice of children in it. Case dismissed.

OPIMUM.

Chan Iui, was charged with having 20 taels of prepared opium in his possession without a certificate. The defendant pleaded he was only carrying it for another man. Fined \$4 or 3 months. He went to prison.

Leung Sung Tan, also went to prison for a month for having 5 taels of opium in his possession.

GAMBLING. Tsang Pan and Fong Kwai, coolies, were convicted of gambling in a shed at Kowloon and each fined \$3 or 10 days. Both paid up.

A FILTHY MATCHED.

Cheung Leung was foreman of a matched in the Peak Road. I. Taylor P.C. 98 smelt it out and found it in a filthy condition. \$15 or 1 month.

OBSTRUCTION.

The bearer of a chair was fined \$1.50 or 7 days for obstructing the way opposite the Grill Rooms.

STEALING FROM THE PERSON.

Ng Wing, coolie, was charged with snatching a purse containing 40 cents from a child. Defendant stated he saw the money on the ground and picked it up. He went to gaol for three months' hard labour, anyway.

DUMPING A DEAD BODY.

Pang Lin was caught putting a dead body into the street in Yau-ma-tei, and was fined \$25 or three months. He elected to go to prison.

THEIR SUMMER HOLIDAY.

Chan Kwai, Leung Pang, Ip Fuk, were convicted of being rogues and vagabonds of no fixed abode and were each sent to jail for 14 days.

JUST PLAIN DRUNK.

Frank Horne was charged with being drunk and incapable in the public street and was fined \$2.00 or 7 days. He went to prison.

GAMBLING.

Cheng Ho was up for gambling on the Queen's Statue Wharf. He tried to run away, but was caught. The evidence was considered insufficient and defendant was discharged.

BY THE WAY.

It is quite refreshing to see the biter bitten now and again, as was the case yesterday when the Chinese detective was fined for assaulting an Excise Officer, and the Chinaman had his story off by heart so glibly, too, and even brought a pair of muddy trousers into Court to show how he had been kicked. There is often a deal of hard swearing where Chinese are concerned and it is just as well that they should be bowled out now and again.

Does it not seem to you, Mr. Editor, that there has been a wave of perjury passing over the Colony of late? Take the Vitrol case for instance. Must not the Chinaman who accused Allen have been lying pretty freely? If so, is it not the duty of somebody to bring him to book for it? In all probability too, there were many taradiddles flying about in the Mills case. Surely it would pay to bring some of these accomplished liars to punishment? They must lie deliberately and with the intention of bringing innocent folk into trouble and they should be made an example of. I would suggest whipping.

I was very pleased to see, Mr. Editor, that you took up the suggestion of Q. E. F. for the cremation of all bodies found dumped in the streets. Surely the dumping of a body shows that the owners of it (if such a term be admissible) have no further use for it. Therefore, it is rubbish—and our Sanitary Board folk say that rubbish ought to be burnt. Then why not burn these bodies? It would at least serve to show the Chinese, that we are in earnest in our plague measures. We pander too much to ignorance and superstition here.

How many people in the Colony know, I wonder, that we have a Statue, bronze statue of the Duke of Connaught, already erected but not yet unveiled. This statue, I hear, cost £7000 and is to be presented to the Colony by the Hon. C. F. Chater, C.M.G., to commemorate the inauguration of the Praya Reclamation scheme by the Duke of Connaught. The statue has been placed in position to the S.E. of the Queen's statue, in what will eventually be the public garden facing the New Law Courts. It is at present boarded up in a makeshift and I am unable even to make a guess at when the unveiling ceremony is likely to take place.

It seems to me Mr. Editor, that some of our Sanitary Board officials might read the parable about the mote and the beam with advantage. Why, for instance, did Mr. May, the irrepressible, inform Mr. Osborne, that he didn't know anything about our separate drainage system? Does Mr. May know anything about it himself? I know that he is a B.A., a C.M.G., and a Captain Superintendent of Police, and also that he was once a Government Cadet, but none of these qualifications stamp him as a drainage expert, at least, to my mind. At the meeting of the Sanitary Board there were drainage experts present and these should have been the ones to sit upon Mr. Osborne if he required it. Truly, it requires a wise man to know when to hold his tongue.

I note from your home news what is the that Dr. Thorpe, R.N., has left meaning of the *Argonaut* and taken up a shore billet at Wei-hai-wei. This makes about the fifth or sixth officer that has left the ship since she was commissioned. What does it mean? There must be a screw loose somewhere. I fear.

I hear, that the other day, Father Morrison, a Scotch Roman Catholic Priest belonging to a French order, who has just made a pilgrimage to St. John's Island, the spot where St. Francis Xavier died. He reports that the spot is still well looked after by the Catholics, which is very pleasant hearing when one considers what scant veneration is shown for hallowed spots out here. I hope to hear more of Father Morrison's pilgrimage anon. He left for Australia on Thursday last by the *Eastern*.

I hear, that Lieut. Colonel Going Home, Johnstone, C.B., R.M.L.I., promotion on Admiral Seymour's obituary. Peking Relief Expedition, goes home on Thursday next by the *Bonaventure*. The Colonel is a very keen soldier, has written a very popular little work on Military Tactics, now in its second edition, and sports the Egyptian campaign medals. It is to be hoped that he has a nice comfortable billet awaiting him at home, for he has certainly earned it by his good work under Admiral Seymour. It is said that he has left his mark upon the Marines on the China Station.

I was rather struck by the suggestion of Sulphur the other day, urging the Government to allow the Chinese to fire crackers in the market alleys and courts of the City as a sanitary measure.

The suggestion seems a trifle puerile at first, but when one takes into consideration that sulphur fumes act as a disinfectant one is led to the conclusion that, even if cracker firing did no good, it could do no harm. Then too, it might please the Chinese, and so long as it did that it would hurt nobody. I don't for a moment suppose that the firing of crackers will stop the plague, but it might serve to clear the air a little in some of our poisonous alleys and lanes.

GILAH.

CORRESPONDENCE.

[We do not necessarily endorse the opinion expressed by Correspondents in this column.]

THE DUMPING OF BODIES IN THE STREETS.

DEAR SIR,—I was disgusted and astonished to see you actually supported Q.E.F. in his infamous proposal for the burning of all bodies found in the streets. How would Europeans like it if the Chinese proposed to desecrate their dead? It is such proposals as this that turn the Chinese against us and drive them to regard us as "foreign devils." I venture to say that were such a course adopted the whole of the Chinese population would rise in their wrath and protest against this inhuman treatment of their dead.

Trusting that you will withdraw your support of Q.E.F.'s barbarous suggestion, I am, Sir,

DISGUSTED.

Hongkong, June 1st, 1901.

THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I am very pleased to see that you uphold Q.E.F.'s suggestion re burning the first body found dumped in the street. If they cast their dead in the street like so much refuse, they evidently are not very sensitive about them, and burning is the cleanest and best way to get rid of a dead body. If, on the contrary, they are so sentimental over their dead, then Q.E.F.'s plan will put a stop to body dumping. Yours,

TRY IT.

Hongkong, June 1st, 1901.

WEAK ARCHES.

THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I have noticed lately in several new Chinese buildings that the wooden centres used to build an arch for a doorway or window are too weak and roughly constructed. They may be strong truly in the first instance (they may not) but the brickwork flattens it out afterwards, and the result is that instead of being a true arch, it is flattened at the top.

Yours,

Hongkong, June 1st, 1901.

###

HONGKONG SHARE MARKET.

HONGKONG, Friday, May 31st.
Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

During the past week, business has been anything but brisk and the few transactions effected have not altered rates to any material extent. Banks—Hongkong and Shanghai Banks have ruled quiet with sales 377½ per cent. premium. The London quotation is unchanged. Nationals are without business. Marine Insurance—Unions have been booked at \$340. China Traders are in the market at \$60. Cantons have sellers at \$180. Yangtzeus can be procured at \$140. Fire Insurance—Hongkong Fire have been negotiated at \$355. China Fires are dull at \$87½. Shipping—Hongkong, Canton and Macao Steamships have been disposed of at \$144 and \$34. Indochina have ruled very irregular and have been quoted at all sorts of rates from \$135 down to \$133 with small sales; the closing quotation is \$133 nominal. Douglas Steamships have found buyers at \$53. China and Manilla, old, have been sold at \$62. Star Ferries have changed hands at \$22½ and \$23½ for the old and \$87 and \$9 for the new issue, ex the dividend of \$1.20 and 30 cents respectively paid yesterday. Refineries—We have heard of no business in stocks under this heading. Mining—Punjoms are on offer at \$7½. Charbonnages are quoted at \$335. Rauba have been taken off the market at \$24 and \$22 but close quieter with sellers at the latter figure. Olives and Jelebus remain unaltered and are had at quotations. Docks, Wharves and Godowns—Hongkong and Whampoa Docks have improved to \$355 at which rates transactions have taken place and the market closes with further buyers. Kowloon Wharves have been fixed and are enquired for at \$105. Other stocks in this section are unchanged. Lands, Hotels and Buildings—Hongkong Lands are firmer and can be placed at \$199. West Point can be obtained in small quantities at \$6. Hongk Hotels have further declined and are procurable at \$128. Humphreys Estate are offering at \$133. China Providents have been done and have enquiries at \$94. Cotton Mills—There is no change in rates to report. Cigar Companies—A small lot of Alambros has changed hands at \$1.50. Miscellaneous—Green Island Cements are obtainable at \$10. Electricies are steady at \$124 for the old and \$124 for the new shares. Ropes have been dealt in at the moderate rate of \$100. Dairy Farms are wanted at \$7½.

A NEW CABLE.

The Manager of the Joint Telegraph Co. has courteously informs us that a duplicate cable between Chefoo and Taku was laid by the Eastern Extension and Great Northern Telegraph Companies on 30th ultimo.

QUARANTINE.

An Extraordinary Gazette issued yesterday, May 31st, notifies that the Shanghai Authorities have declared Swatow infected with Bubonic Plague, thereby involving quarantine restrictions on vessels from Hongkong.

THE CRISIS IN THE NORTH.

TIENTSIN.

Affairs in the North.
(From our own Correspondent.)

TIENTSIN, May 30th.

Nothing stupendous has occurred of late, not even any fresh trouble in Taku Road which is our chief source of local sensation. The country around remains in a very unsettled state, however, and on all that the departure of the French troops may be delayed in consequence. The Americans are clearing out without any compromise, and the last of them leave tomorrow. In spite of the vexation felt at American policy in withdrawing a body of men, which if they have not adequately represented the nation would hardly prove an insurmountable burden to retain here, British officers have come forward in connection with the American exodus in a way which leaves no shadow of doubt about blood being thicker than water. Had the two forces been anything like numerically equal, no doubt a very much closer intimacy would have sprung up between the respective commanders. Even as it has been, the British and Americans have hung together socially and under arms with a far greater spontaneity and genuine comradeship than the forced affinity of the bears and grizzlies. That our men are really sorry to see the Americans leave is quite clear, and farewell parties and entertainments have been the rule in the service for the past week.

Rumour is active still about the Court returning, but to me it seems that the web of intrigue is growing thicker around not only the Emperor but the Empress herself. The sham eunuch Liand Liu Chuan-hing are both actively opposed to the Court returning, knowing perfectly well that their own doom is sealed if they do. Their influence is paramount as there is no one at hand to counteract it except Wang Wen Shao, who is one against many, and Li and Ching, who being in Peking are outside the pale of forcible argument. Jung Lu of course also adds his powerful influence against Peking, therefore, the danger, or unhappily Emperor, can hope to return is not clear. Regarding the Emperor I heard a very interesting fact to-day, and as it was supported by the statement of a relative of the Emperor's made to a Missionary whose own bible agents sold the Emperor the book, I have no hesitation in calling it a fact. It is to the effect that on the very day that the illuminated Testament was presented to the Dowager some four years ago, the Emperor sent an eunuch to one of the Missionary bookshops in Peking and purchased a complete Bible for his own use, and his relation affirms that he has read it daily ever since. Whether he was able to take the book with him in his flight from Peking is not stated, but it seems not improbable. We may, I believe, accept the relative's statement and contemplate with interest the probable influence which the Book of Books has had, and may yet have on the ruling influences of China.

I have also heard with interest that all claims by native Christians as well as Missionaries in the London Mission Station West of Tientsin have been settled by the local government there. They begged the Mission to withdraw the claims from the Legation and they would settle them all; this has been done. The gentry find it comes much cheaper to deal with the missionaryaries direct than through high officials, as there is no "commission" or "squeeze" to be allowed for them. One of the gentry is the owner of some 800 mou of land and a vast accumulation of wealth, and this man was the missionaryaries say, at the bottom of all the trouble in his district. He lives precisely like his poor neighbours both in food and surroundings, and he is afraid if he shows any sign of affluence he would be impressed in some way by his neighbours. This is what makes it so difficult to really estimate the wealth of China.

Public interest is centred just now in the approaching races, which offer many new features, the water being a novelty in our course.

The advent of so many military owners and riders is, however, a little confusing. Given good weather a big meeting may be expected only for the outlay. People are in the mood to go anywhere and do anything to break the monotony which is doubly noticeable this year after last year's excitement. This was instanced the other day when good houses flocked to the poor productions of the Taylor-Carrington troupe. We live in hopes that Tientsin's capacity to pay up may tempt something better this way.

THE BATTLE NEAR FU-NING.

SHANGHAI, May 28th.
Concerning the engagement that recently took place near Fu-ning, North China, between the foreign detachment and the Chinese force, the *Fiji* publishes particulars of that engagement said to have been received in a certain quarter of Tokyo from a certain Japanese officer who was present on the occasion. Having been asked for reinforcements, the Japanese troops at Shanhaikwan immediately despatched a company, with full equipment. The party left Shanhaikwan by rail at 7 a.m. on the 21st of April and after an hour's journey, our detachment reached one of our military posts, whence the party together with the British (Indian) and French contingents, about 800 strong in all, marched in the direction of Fu-ning where the allied force arrived the same day after a march of about four miles, but there was no enemy in sight. The following morning the expedition proceeded in the direction of Tai-Touyung where they came face to face with the enemy, which was composed of the highwaymen and the deserters from General Sung King's troops and whose number was estimated at about 1,000 in all. It was then half-past 9 o'clock in the morning. After an exchange of hot fire for about two hours the enemy fled in all directions leaving behind them 30 dead on the field, while some 50 or 60 of them were wounded. On the side of the allies the casualties were five Britishers wounded, one Frenchman wounded and two Japanese wounded. In this engagement, the line of battle on both sides extended for about half a mile and in consequence of the battle having been fought in an open field it was an interesting engagement from a military point of view, and the movements of the British and French soldiers were distinctly witnessed. Further, the report says that on the 21st of that month, that is on the day previous to the above engagement some 100 British soldiers had an engagement with the Chinese force referred to near Fu-ning, resulting in the death of Major Browning (?) and six privates. It was on this account that the strong allied detachment was at once dispatched to the scene of the said encounter.—*China Gazette*.

CHARTS FOR PHILIPPINE HARBOURS.

A recent issue of the *New Press* states that the U. S. Coast and Geodetic Survey has made plans for charting the harbours and coast of the Philippine Islands. It is expected that active work will begin this month and that sufficient data will be collected before the close of the year to make it practicable to publish charts of all the large harbours among the islands. The work, however, will not be confined to the most important ports, but many of the minor harbours that serve as points of distribution for the inter-island trade will also be charted. There is at present little map material that is of any service in the navigation of these minor ports, though they play an important part in the commerce of the Philippines. In the absence of railroads and good highways these little ports are the collecting points for the products of all the surrounding country which small vessels carry to the larger ports for shipment to foreign purchasers. A considerable number of the small harbours, for example, are known as "the hemp ports" because they are the collecting and shipping points for this unique article of Philippine commerce. As approaches to these harbours are little known, the work of the Coast and Geodetic Survey will be of great usefulness to navigation and commerce. It will also supply important information needed for our better acquaintance with the geography of the new American possessions in the Orient.

THE MANILA COMMISSARY SCANDALS.

Manila papers of the 29th ult. report that Commissary Sergeant Henry Wilson, U. S. A., who was tried by Court-Martial for selling public property in violation of the Sixteenth Article of War, was found guilty and sentenced to dishonourable discharge and three years imprisonment at hard labour. He was taken yesterday to Bilid, where the sentence will be executed.

THE "VIPER" AND THE "COBRA."

The following interesting letter appears in the *Pall Mall Gazette*—

Sir,—Our attention has been drawn to a paragraph in your issue of the 16th inst., referring to H.M. torpedo-boat destroyer built for and accepted by the English Admiralty; also H.M. torpedo-boat destroyer *Cobra*, built by Messrs. Sir W. G. Armstrong, Whitworth & Co. (Limited), and engaged by the English Admiralty. As these gentlemen are somewhat misleading, we beg to be allowed to correct them. As to the power of manoeuvring, and also of going astern, the *Viper* has more than fulfilled her contract, and has been run astern on the measured mile faster than any other English destroyer. "She has been pronounced by those who have witnessed her trials, including navigating officers and pilots in charge, as the handsomest destroyer they have ever commanded."

We grant that she took on the official trials, at the reduced speed of 31 knots, slightly more coal per hour than vessels constructed for this speed, but the *Viper* has been designed for 36 knots, or five knots more speed than has been reached by any other English destroyer. With this small ascertained difference in consumption of coal, she cannot be characterized as a huge coal-eater. It is true she is not so economical in fuel at cruising speeds, but this question did not enter into the contract conditions. Had it been desired, she could have been made even more economical at cruising speeds, without material sacrifice in any other direction. As a matter of fact, the third vessel referred to which is designed for a maximum speed of 16 knots on trial, is being constructed with these improvements, and will be guaranteed to consume less coal per knot run, at a speed of twelve knots, than any 30-knot destroyer fitted with ordinary engines, or, in other words, to have a greater radius of action than any other 30-knot destroyers.—We are, Sir, yours, &c.

Pro The Parsons Marine Steam Turbine Co. (Limited).
CHARLES S. PARSONS,
Managing Director.

Tubania Works, Wallonia on Tyne.
April 28.

EUROPEAN OPINION ON THE CAPTURE OF AGUINALDO.

European comment on the capture of Aguinaldo is brief, and almost without exception, is to the effect that General Funston's method violated the spirit, if not the letter, even of the rule that everything is fair in war. Some things are not fair even in war, says the *Fremdenblatt* (Vienna) and one of these is the capture of a man who is not a combatant. The American act was hypocritical, is the verdict of the *St. Peterburger Zeitung*. Treachery, contemptible treachery, says the *Epoca* (Madrid). Essentially dishonourable, declares the *Le Petit Republicain* (Paris). A perpetual shame to the American Republic, comments the *Laiterie* (Paris). The white man has had to bend very low in order to get the burden on his shoulders, says *The Guardian* (Manchester), which continues:—
"There have been more wicked wars than this on the liberties of the Philippines, but never a more shabby war. It is nearly three years since the Americans, having gone to war with Spain for the liberties of Cuba, decided that it was their manifest destiny to deprive the Filipinos of their liberties. This was called taking up the white man's burden. For some time the Americans quite honestly believed that they were doing rather a noble, self-denying thing; but the cat paws of three years ago are worn threadbare. Had Aguinaldo been captured in some spirited action in the field, American interest in the war might have revived. As it is, it was effected by a piece of sharp practise thoroughly in keeping with the rest of the war. Of all that curious mixture of sentiments, noble and ignoble, out of which the war with the Filipinos sprang, only the element of hypocrisy seems to have retained its original vigour."

As meaning the end of the war, the news of the capture is welcome, says *The Saturday Review* (London); but for Aguinaldo himself, "whose capture was effected by a gross act of treachery," there must be general sympathy. It adds:—
"He gave the Americans invaluable assistance in the capture of Manila and in the previous manoeuvres. He proved a faithful ally until, partly owing to a change of policy at Washington, partly to want of tact in American generals, war suddenly broke out between the allies on February 2, 1899. It is inevitable to compare the tactics, successfully employed by Aguinaldo to those of De Wet. De Wet is probably the finer general, Aguinaldo the finer character. His proclamations were model expressions of statesmanlike and broad-minded policy, and considering his antecedents he proved himself singularly humane. He possessed, moreover, a genius for inspiring the scattered tribes with his own enthusiasm for the freedom which was promised him."

VISIT OF THE COMMISSION FROM CUBA.

The mission of the five delegates from Cuba to Washington to confer with the President upon the proposed Platt amendment "is a theme for considerable newspaper discussion; but the discussion falls to reveal our own opinion on the main question of our relations to Cuba. *La Lucha*, of Havana, declares that the commission is "on a useless errand," first, because the Platt amendment "being a law of the United States, the President has no power to alter it," and, further, because the Cubans really favour the acceptance of the terms. It says that the amendment "has wrought miracles in six weeks," and adds: "All the planters, commerce, industries, the representatives of almost all the wealth in Cuba and over one-half of the men who compose the radical parties, have publicly declared they accept the amendment, and even the delegates of the convention all privately say that they accept it, or that there is no remedy but to accept it as soon as possible." If the present convention does not accept the amendment, says *La Lucha*, another one will be elected that will.

The *New York Tribune* (Rep.) thinks that one good result of the commission's visit will be the "valuable information concerning the United States" that the commissioners will carry back to their people, and the *Boston Transcript* (Rep.) thinks it will do them good to learn "how different American public opinion is from what Anti-Administration papers represent it to be," for "the members of the convention have plainly been influenced by some of these papers, and possibly by some of our politicians, to the extent of believing that the Administration and the country are not in unity on the Cuban question." Indeed, it seems to the *New York Times* (Ind.) that the light of knowledge brought back from Washington by the commission ought to end the temporizing and convince at least the majority of the delegates that the "short way and the right way to independence and the establishment of self-government is the acceptance of the terms of the Platt amendment." The *St. Louis Globe-Democrat* (Rep.) goes still further by saying that "if calm sanity and unerring judgment prevail," Cuba "will ask for admittance to the United States as a territory, and therein will find its freest as well as most prosperous estate."

The *Philadelphia Ledger* (Rep.) urges "that the acceptance of our terms be left to the free will of the Cuban republic after the withdrawal of our troops." "Treatment of the subject in this way," it says, "by placing the two countries on a diplomatic equality and avoiding all semblance of dictation by the superior power, might have the happiest result in cementing the friendship of the two nations." "It is now a fact," declares the *Springfield Republican* (Ind.), "that our Government has recklessly thrown away the affection of every Spanish colony which came into it under the treaty of Paris. It is a record of blundering that is not to be admired, much less emulated, in future years, if these peoples are to be made our steadfast friends."—*Literary Digest*.

NATIONAL DEBTS.

China, says the *St. James Gazette*, if she has any hope at all left, need hardly despair because of the huge indemnity claims made against her by the Powers. International debts are not always meant to be paid. Our own National Debt hangs heavily round our necks, but we could pay it to-morrow if we called it in. In one way or another England has lent money to nearly every country in the world, and it is said that at the present moment there is not much less than two thousand millions sterling owing to Great Britain by various Governments. Some of it is war indemnity which has never been paid, and which never will be paid; but most of it, no doubt, is in respect of loans. England has advanced money from time to time to not many short of a hundred nations, states, or cities, and there are to-day about half this number of loans still due. The gentle Abdul has more than one reason to seek friendship with England by sending our messengers strawberries and cream. He owes us something like a hundred millions of money. Egypt owes us rather less. A good many times her annual income; and even America, though Uncle Sam will hardly like to be reminded of it, owes us twenty millions. Spain's debt is likely to be unpaid for many years to come, if

is about thirty-three millions. Italy has borrowed from time to time sums which have now reached the total of £26,000,000. Russia owes us fifty millions, but it is probably in our interests not to insist on the payment of it. It cannot be said, however, that our advances have been confined to countries from which we may reasonably expect favours in return. Mexico, for instance, owes us some thirteen and a half millions, while the city of Cordova, in southern Spain, owes us a modest half-million. The little negro republic of Liberia has a bill to pay to England of a trifle over a shilling a head of its population, and every Roumanian, on the average, owes us four shillings. Japan is satisfied with a debt of three millions, only half Cuba's debt; but Portugal, more extravagant in its borrowings, owes us twenty-five millions. The French papers, when they refer to us in unpleasant terms, forget that France owes England thirty millions sterling. Austria's debt is not so heavy, but Holland has a heavy British debt which works out at six pounds for every Hollander.

NOTANDA.

CALENDAR.
MAY.
Meteorological means based on ten years' observations to 1899.
Barometer..... 29.867
Thermometer..... 76.2
Humidity..... 84.0
Rainfall..... 15.0

TO-DAY.
On date at 10 a.m. 10 p.m.
Barometer..... 29.78 29.73
Temperature..... 79 78
Humidity..... 82 86
Rainfall..... 3.18

TO-DAY.
Saturday, 1st June, 1901.

Chinese—15th of 4th moon of 27th year of Kwang-shi.
Sun—Rises..... 5hr. 16min.
Sets..... 6hr. 38min.
High water—Morning..... 7hr. 51min.
Afternoon..... 4hr. 47min.
Low water—Morning..... 3hr. 24min.
Afternoon..... 2hr. 35min.

ANNIVERSARIES.
1874—Lord Howe's victory over the French.
1875—Cheong Chee and Shannon action.
1853—Hospital of the Medical Missionary Soc. of Canton and Macao opened.
1848—Gold discoveries in California.
1868—Attempt to blow up the Hongkong Hotel.
1870—Prince Imperial killed by the Zulus.
1887—New Opium Agreement between Hongkong and China enforced.
1891—Anti-foreign riots at Tanyang near Chinkiang.
1895—Anti-missionary outrage near Wenchow.
1897—The purchase of the Mount Austin Hotel by the Military announced.

TO-MORROW.
Sunday, 2nd June, 1901.

Chinese—16th of 4th moon of 27th year of Kwang-shi.
Sun—Rises..... 5hr. 16min.
Sets..... 6hr. 38min.
Moon—Full Moon..... 5hr. 29min.
High water—Morning..... 8hr. 17min.
Afternoon..... 10hr. 28min.
Low water—Morning..... 4hr. 57min.
Afternoon..... 3hr. 34min.

ANNIVERSARIES.
1871—Hongkong connected with London by wire.
1876—The Pelican pirates executed at Saigon.
1878—Attempted assassination of the German Emperor.
1880—H.M.S. *Wivern* arrived in Hongkong.
1889—Tornado near Newchwang; great damage and loss of life.
1895—Formosa formally transferred to the Japanese.
1897—Practical attack on a junk in Hongkong harbour.
1898—3,000 insurgents attacking Santiago from land side.
1899—Proclamation by General Otis establishing Spanish law-courts with American Colleagues in the Philippines.

AGENDA.

TO-MORROW.

Daylight—D. & Co.'s steamer *Thales* leaves for Coast Ports.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., 10 a.m., 4 p.m., 8 p.m., 9 p.m.

St. Francis' Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.

Union Church—Services, 11 a.m. and 6 p.m.

TUESDAY, 4th.

Cargo ex *Glenloch* subject to rent.

WEDNESDAY, 5th.

Cargo ex *Strasbourg* subject to rent.

Noon—C. P. R. steamer *Empress of China* leaves for Vancouver B.C. via Shanghai, etc.

Noon—E. & A. Co.'s steamer *Airlie* leaves for Kobe.

THURSDAY, 6th.

Cargo ex *Nippon Maru* subject to rent.

WEDNESDAY, 12th.

Daylight—The O. S. K. Co.'s steamer *Anping Maru* leaves for Anping, via Swatow and Amoy.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 24th.

Mr. McRerie, 2nd officer, s.s. *Kaitang*, resigned.

The officers of the steamer *Nankin*, are Commander, C. J. Benton; chief officer, D. Asbury; 2nd officer, C. Clark; 3rd officer, R. Tulloch; 4th officer, T. Powell; chief engineer, J. Cate; 2nd engineer, MacLachlan; 3rd engineer, Woolf; 4th engineer, Scott.

Mr. Lighman, 2nd officer, *King Sing*, appointed 2nd officer of the s.s. *Taitang*, in place of Mr. Uitt gone to Hospital, Shanghai.

Mr. C. Rollo has been appointed 2nd officer, *King Maru*, Japanese str., for Canton.

Mr. W. McRerie, chief officer, *Pekin*, has gone to Canton.

Mr. Jas. Whyte, chief engineer, *Kansu*, is on leave.

Mr. Jas. McNeil, supernumerary 2nd engineer, *Pekin*, has gone acting chief engineer, *Kansu*.

Mr. John Smart has gone 3rd engineer, *Kaitang*.

Mr. F. Davis, 2nd officer, *Fooksang*, is transferred supernumerary 3rd officer, *Wesang*.

Mr. W. L. Marsh has gone acting 2nd officer, *Fooksang*.

Mr. Jas. Wheeler, chief officer, *Choyang*, is appointed acting master, *Pekin*.

Mr. MacDougall, 2nd engineer, *Honam*, from sick-leave, has rejoined his ship.

May 29th.

Captain W. Blake, from home leave, resumes command of the *Kuangshing*.

Captain Jenkins has been appointed in command of the s.s. *Chun Shan*.

Mr. J. D. Jenkins has been appointed chief officer of the s.s. *Chun Shan*.

Mr. W. Merry, second engineer of the s.s. *Chun Shan*, has resigned.

Mr. W. Anderson, 3rd engineer of the s.s. *Chun Shan*, has been promoted to 2nd engineer, vice Mr. Merry, resigned.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Chilinder*) 3rd inst.

French (*Sydney*) 4th inst.

American (*Panama*) 8th inst.

Canadian (*Empress of India*) 17th inst.

American (*Coptic*) 18th inst.

The M. M. Co.'s steamer *Sydney* with the next outward French Mail, left Saigon for this port at noon to-day.

The P. M. S. S. Co.'s steamer *Peru* with Mails, &c., from San Francisco to the 11th ult., via Honolulu, has arrived at Yokohama, and left this morning for this port via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Bennington*..... at Kowloon Dock.

Union..... " " "

Descartes..... " " "

Junco..... " " "

Natuna..... " " "

Iris..... " " "

Burnside..... " " "

Meade..... " " "

Athenian..... " " "

Colonel..... " " "

Fatsun..... " " "

Munchen..... " " "

Simangan..... " " "

Wongkai..... " " "

Benoerlich..... " " "

PASSED THE CANAL.

Outward—14th May—*Belaueus*, *Glaucus*, *Malaya*, *Hudson*, *Sydney*, *Sambra*.

17th May—*Flintshire*, *Alecinus*, *Rhein*, *Crusader*, *Devonshire*, *Imogene*.

24th May—*Islen*, *Hyson*, *Sado Maru*, *Min*, *Ranshan*, *Skirley*.

28th May—*Silesia*, (German) *Agamemnon*, *Pioneer*.

Homeward—17th May—*Idomeneus*, *Marburg*, *Tantalus*, *Silesia*, *Princess Irene*.

Arrivals at Home—18th May—*Feibur*, *König Albert*, *Stentor*.

24th May—*R. Morrow*, *Sibria*, *Puritan*.

28 May—*Oceanic*, *Sanuki Maru*, *Idomeneus*, *Sibria*, *Puritan*.

Shipping.

ARRIVALS.

ARIAKE MARU, Japanese steamer, 2,193, Kaga, 31st May—Mojito 25th May.

COAL—Mitsui Bussan Kaisha.

MONGKUT, German steamer, 870, C. Kimme, 31st May—Bangkok 25th May, Rice and Teakwood—Melchers & Co.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 1st June—Manila 29th May, General—Butterfield & Swire.

ANPING, British steamer, 1,158, H. Barlow, 1st June—Shanghai 29th May, General—C. M. S. N. Co.

DAIGI MARU, Japanese steamer, 846, K. Sobajima, 1st June—Tamsui 29th May, Amoy 30th, and Swatow 31st, General—Mitsui Bussan Kaisha.

HANOI, French steamer, 768, Pannier, 1st June—Haiphong and Hoihow 31st May, General—A. R. Marty.

KACHIDATE MARU, Japanese steamer, 2,130, S. Fujiki, 1st June—Kutchinotzu 27th May, Coal—Mitsui Bussan Kaisha.

CARDIUM, British steamer, 3,952, Daniel, 1st June, Batoum 19th April, and Singapore 25th May, Bulk Oil—Arnhold, Karberg & Co.

ANPING MARU, Japanese steamer, 1,065, S. Atsumi, 1st June—Fookchow via Amoy and Swatow 31st May, General—Mitsui B

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

| PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION. | DESTINATIONS. | SAILING DATES. |
|--|--|---------------------------------|
| TOSA MARU | YOKOHAMA (DIRECT) | FRIDAY, 7th June, at Noon. |
| S. J. G. Parsons | | |
| KANAGAWA MARU | KOBE and YOKOHAMA | FRIDAY, 7th June, at Daylight. |
| J. Mackenzie | | |
| KAGA MARU | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOI, and YOKOHAMA | MONDAY, 10th June, at 4 P.M. |
| J. W. Ekstrand | | |
| SHINANO MARU | MARSEILLES, LONDON & BOMBAY, via SINGAPORE, PENANG, COLOMBO and PORT SAID | FRIDAY, 14th June, at Daylight. |
| J. E. P. Cook | | |
| KAGOSHIMA MARU | MOI, KOBE and YOKOHAMA | TUESDAY, 18th June, at Noon. |
| R. Kori | | |
| SADO MARU | KOBE and YOKOHAMA | FRIDAY, 21st June, at Daylight. |
| W. Thompson | | |
| YAWATA MARU | NAGASAKI, KOBE and YOKOHAMA | FRIDAY, 21st June, at Noon. |
| A. E. Moses | | |
| MIKE MARU | BOMBAY, via SINGAPORE and COLOMBO | FRIDAY, 21st June, at Noon. |
| M. Yagi | | |
| HITACHI MARU | MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | FRIDAY, 28th June, at Daylight. |
| G. Anderson | | |
| ROSETTA MARU | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE | FRIDAY, 28th June, at 4 P.M. |
| N. Tate | | |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

| PROPOSED SAILINGS FROM HONGKONG. | DESTINATIONS. | SAILING DATES. |
|---|---------------|------------------------------|
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | | Tuesday, 11th June, at Noon. |
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | | Thursday, 4th July, at Noon. |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | | Tuesday, 30th July, at Noon. |

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (Or.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian, and United States Ports.

For through Rates of Freight and further information communicate with, or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO.

Hongkong, 1st June, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|---------------------------------|
| "PERU" | TUESDAY, 18th June, at Noon. |
| "CORTIC" | THURSDAY, 27th June, at Noon. |
| "CITY OF PEKING" | SATURDAY, 13th July, at Noon. |
| "GAELIC" | TUESDAY, 23rd July, at Noon. |
| "CHINA" | TUESDAY, 6th August, at Noon. |
| "DORIC" | THURSDAY, 15th August, at Noon. |

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

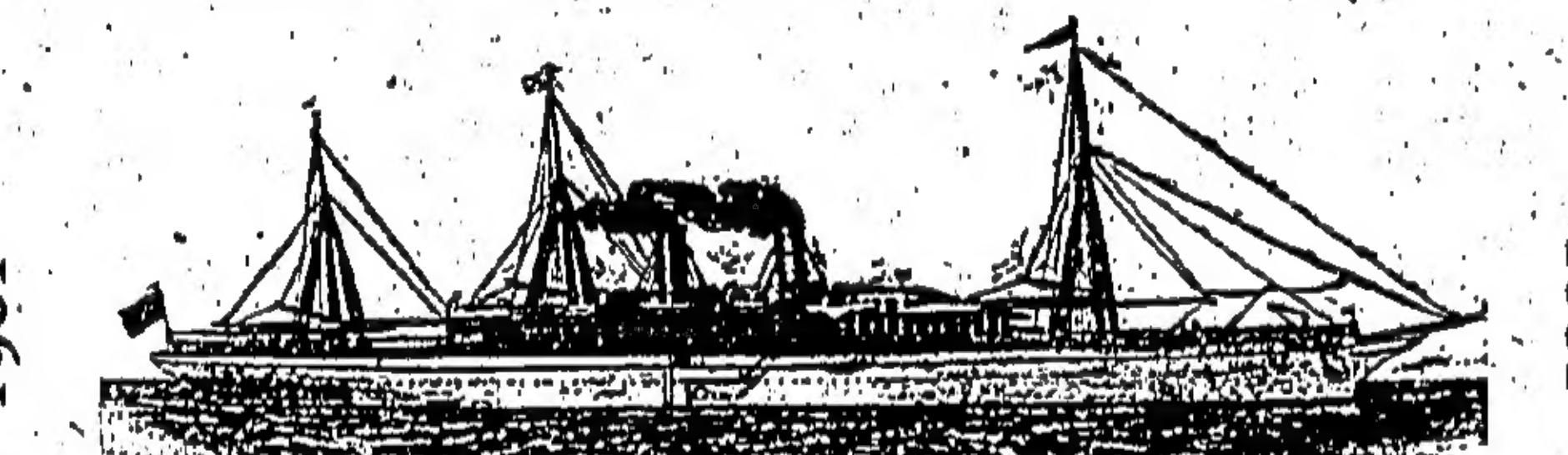
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|------------------|-------------------------------|-----------------------|
| EMPRESS OF CHINA | Comdr. R. Archibald, R.N.R. | WEDNESDAY, 5th June. |
| EMPRESS OF INDIA | Comdr. O. F. Marshall, R.N.R. | WEDNESDAY, 26th June. |
| EMPRESS OF JAPAN | Comdr. H. Pybus, R.N.R. | WEDNESDAY, 17th July. |

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER Lloyd.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------|--|----------------|
| SARNIK | HAVRE & HAMBURG, via FOCHOW, Facton (Calling at SINGAPORE). | 6th June. |
| WITENBERG | HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO). | 12th June. |
| Hempel | HAVRE & HAMBURG. | 25th June. |
| NUERNBERG | (Calling at SINGAPORE). | 25th July. |
| Mayer | HAVRE & HAMBURG. | |
| SAMBIA | (Calling at SINGAPORE). | |
| Schmidt | (Calling at SINGAPORE). | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 1st June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

| FOR | STEAMERS. | TO SAIL. |
|--|------------|------------|
| SHANGHAI | "WHAMPOA" | 3rd June. |
| ILOILO and CEBU | "KAIFONG" | 4th June. |
| MANILA and ILOILO | "SUNGKANG" | 5th June. |
| WEI-HAI-WEI and TIENSIN | "KWEIYANG" | 5th June. |
| MANILA | "CHANGSHA" | 10th June. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, LAUNCESTON and MELBOURNE | "CHANGSHA" | 10th June. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

| FROM | STEAMERS. | TO SAIL. |
|-----------------------|------------|------------|
| GLASGOW and LIVERPOOL | "GLAUCUS" | 11th June. |
| | "ALCINOUS" | 14th June. |

HOMEWARDS.

| FOR | STEAMERS. | TO SAIL. |
|--------------------------------|--------------|------------|
| LONDON | "DARDANUS" | 11th June. |
| | "MACEAON" | 25th June. |
| LIVERPOOL (DIRECT) | "PROMETHEUS" | 9th July. |
| (Taking Cargo at LONDON RATES) | "RHEIUS" | 6th June. |

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 29th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sohma, will be despatched for the above Ports, TO-MORROW, the 2nd June. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st May, 1901.

[225c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship.

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd May, 1901.

[321c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE. THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on WEDNESDAY, the 5th June, at Noon. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 31st May, 1901.

[583c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c. *Belgian King*. [3,379] about 1 June 20

THE Steamship

"BELGIAN KING," will be despatched for SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 29th May, 1901.

[184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK. THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

[540c]

"GLEN" LINE OF STEAMERS.

FOR LONDON. THE Company's Steamship

"GLEGARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

[579c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 11th May, 1901.

[117c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at Daylight. For Freight or Passage, apply to DOUGLAS LIPRAIK & Co., General Managers.

Hongkong, 1st June, 1901.

[581c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIZURU MARU," Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 13th June. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11st May, 1901.

[225c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI," Captain will be despatched as above on or about the 25th June. For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

[529c]

Intimations.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS. STRINGS.

MUSIC.

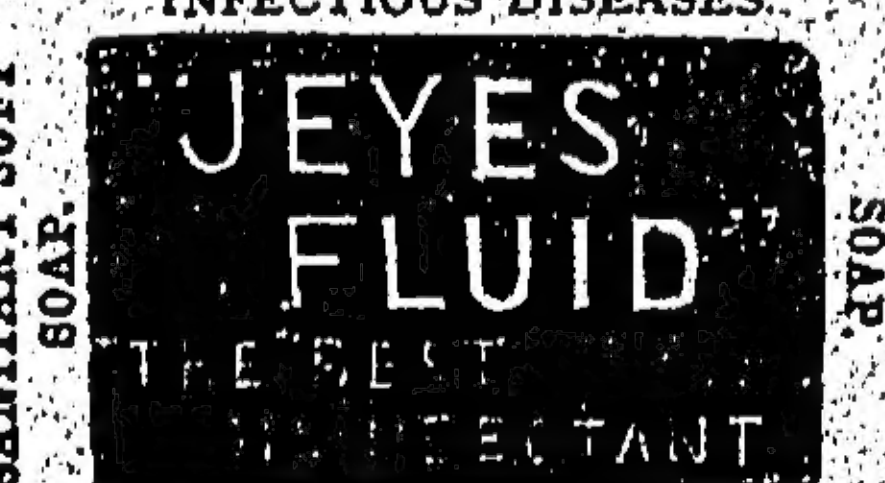
Grand stock, reduced to clear.

Hongkong, 28th May, 1901.

[571c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 29th May, 1901.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 14 & 16, Queen's Road Central.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF "ICE HOUSE," IN "Ice-House Road."

[S] now in a position, to his New and Gentlemanly Portraits, to be taken at his residence, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

Speciality: GROUPS and VIEWS. Hongkong, 31st May, 1901.

[127c]

PUTTING HIS FOOT IN IT.

I must tell you about Brown. Brown is a man who will look clean, even if he has to pay for it. Brown declares that in his business, which is company-promoting, cleanliness is next to godliness, and that a man who tries to float himself without both of these qualities, might as well try and hang himself with an indurible band. "Let me look clean," says Brown, "and I can face duke or millionaire. I like cleanliness. It makes me feel a gentleman; the cleaner I am the nearer I can be."

Well, this Brown had occasion the other day to pay a business call on a member of the nobility. So he dressed for the occasion. But an accident happened. Brown was walking from the railway station to the cab-rank, and in looking out for the cleanest hansom in the yard, he walked right through a puddle. At that moment Brown ceased to feel like a gentleman. "I should have been better off," he said, "if I had been a horse. A smart bootblack will do it," he said. "Five minutes later and I should have lost it."

But there was no bootblack to be seen. Brown stood panting and irresolute, considering what he should do. To call on a nobleman with those boots was impossible. It is this situation he stood for just thirty seconds; as the thirty-second second on to the thirty-first a ghastly and sepulchral voice just behind him cried out: "Shine!" Brown wheeled round.

He came face to face with an automatic machine. It was a new one, the latest development of automatic machines, and it called itself the property of the Automatic Boot Polishing Company. There was a table of instructions, but Brown did not read far down it. "Be in the foot-shaped receptacle; grasp the rail firmly," and then he stopped. He examined a penny into the machine, as if he was feeding a starving baby, jammed one of his feet into the receptacle, and grasped the brass rail in front of him as if he loved it. There was a whir-r-r of wheels; claws gripped his boot; a sensation of pins and needles pervaded his foot; and then two bristly brushes began crawling backwards and forwards over his muddy boot.

Brown heaved a happy sigh, and squeezed that rail as if he were thanking it for doing him a good turn. The brushes began to move faster, the mud and dust flew from his boot, the noise of the wheels increased in volume, and the sensation of pins and needles began to hurt.

Brown glanced down to see how his boot was getting on, but the pace those brushes were going vented him from seeing anything. The photograph inside the machine cried "Shine!" and Brown felt relieved.

The brushes were now going like the pistons of an express train, and Brown watched the rail to prevent himself from falling. His foot was being brushed by hedgehogs, and he resented it. So he determined to remove his foot, and give the other a turn. He tried. But the foot was there, and liked it so much that it wouldn't come away. It was jammed tight, and the claws held it in a grip that a real well-bred terrier serves out to a rat. Brown tugged and tugged to get his foot out but the brushes went on flashing over his imprisoned boot, and the photograph wheezed out "Shine!" as though it were laughing at him. People began to stare.

Brown tugged again, swearing hard, for time was flying as well as those brushes. He gripped the brass rail as though he hated it, and was trying to throttle the life out of it. He shook it so that the whole machine rattled like a missionary-box full of pennies. Then a crowd got round. Some one went to undo Brown's boot, but the poor fellow got two of his fingers whistled off and gave it up disheartened. "Shine!" cried the photograph, and the brushes came in again with a rush like horses going round Tottenham Corner.

Being in a hurry Brown lost his temper. He told a porter to fetch the stationmaster. His foot was now burning like a red-hot coal, and it felt as if all the ants in creation had made their nest in it and were quarrelling over each other's eggs. Brown gasped out that he could stand it no longer. The perspiration poured down the poor fellow's face, and his collar sunk in a limp, crumpled dank mass about his swollen purple neck. A crowd was very kind. Some one fetched him a glass of milk and a bun from the refreshment room, and an old lady taking out a black-bordered handkerchief fanned him till he nearly choked with the smell of vinegar and peppermint. Brown gasped that he tried to prevent himself from falling, and implored the crowd to give him air.

Things were getting serious. The whole world seemed to be swarming round Brown. People passed in rushing for important trains, and joined the mob. Porters left luggage, ticket-collectors forsook the gates, and engine-drivers deserted their engines to get a peep at poor Brown. Someone started the rumour that an automatic machine had come to life and was murdering a Cabinet Minister. Old ladies with brandy flasks flung themselves frantically on the crowd, and respectable old gentlemen took to bowing for the police.

It was getting uncomfortable for Brown, and he said so. He begged for air. "He grew light-headed," he said. "He couldn't think how all that boot-blackening was done for a penny, and began figuring it out till he proved that the company would be in liquidation at the end of six months. Then he started to sing. Then he called for cheers for Lord Roberts, the Shah of Persia, and Mr. P.'s aunt."

At this point, with the help of police, the stationmaster forced his way through the crowd. He was accompanied by an official from the Automatic Boot Polishing Company. They both looked angry.

"What fool's game is this?" demanded the official.

"We won't go home till the morning!" sings Brown.

"He's drunk," said the stationmaster.

"Drunk, but still a gentleman," shouts Brown. Then the crowd explained that Brown wasn't drunk, but had been driven mad by the infernal machine.

"Leave go of the rail, fathead!" shouted the official.

"Not if I know it," Brown answered, growing serious.

"Oh you won't, won't you?" said the official, and when he grasped one of Brown's wrists and asked the other to let go of the rail. The other hand gave it up, and Brown fell in "heap on the stationmaster's boots. At that instant the machine ceased working."

When he came to, the first words he heard were these, uttered by the official: "Why didn't he read the instructions? There they are, plain as life—'Grasp the rail firmly, and relax the hold when you wish to release the boot.' He's like people who get swindled in companies by not reading of the prospectus; fathead! He deserves all he got, and we'll have the law on him."

And they did. As Brown says, you can't be clean without paying for it.—P. M. G.

NESTING: A SKETCH.

[BY W. POTT RIDGE IN THE "FALL MALL GAZETTE".]

The long clumsy pantechinon van has been induced to allow itself to be backed against the kerb of the pavement, and stands there, with its two horses slaved at right angles, dwarfing the new one-storied houses, and making them appear smaller than they really are. The builder of the new houses (who finished them only last week, and has left signs of a mortar pie in the front garden) seems to have felt that, small as they were, they had not reached the lowest limits of size, and therefore shouldered each of them into two, adding a front door, multiplying the rents and calling them maisonnette flats. Some residents came in last week, and these old inhabitants watch the unloading of the van through muslin curtains, anxious to miss nothing, but painfully desirous of ascertaining facts without disclosing themselves. The Female Bird, in a bibbed apron with artificial little pockets, wings her way in and out superintending the transport of the brand-new furniture and feeling that in the absence of the Male Bird, a responsibility rests on her shoulders. She gives orders in tones of respect, and the shirt-sleeved men, affecting to obey, take, as a matter of fact, no notice whatever of her shy commands. There are signs of mating and of furniture polish; to this something is added occasionally, when the two shirt-sleeved men and their lad, resting, ask where on earth that cold tea has gone, and, finding the large bottle drink something that contributes a brewery smell to the atmosphere.

"Now, chaps!" The stout man calls his men to attention. "Let's have a bit of a play at this planer." "What will be careful won't you?" begs the aproned Female Bird. "If anything happened to that, I don't know what I should do." "Bless you, ma'am," says the man in a paternal way, "I've had to deal with them all my life. I wish," he adds wistfully, "I wish I had had as many sovereigns."

"It cost such a lot of money. That's why I'm anxious. My uncle got it forty-five per cent. off cost price through knowing someone in the ironmongery, but even then—"

"You shut your eyes, ma'am, for five minutes and we'll have it indoors, and upstairs in the front room like a flesh o' lightning."

Either the simile has not been chosen with perfect accuracy or the men are anxious not to do their work without elaborate show of labour for the piano-forte, after allowing itself to slouch gently off the low tailboard of the van to the pavement, shows signs of obstinacy, wedging itself in by the gate to the terror of the Female Bird, standing with clasped hands at the doorway, being released from this position, it defies the efforts made to lift it.

"We ought to have took its inside out," growls one of the men.

"Oh, well, the young woman at the door-way, 'don't go doing anything silly in it."

"How'd it be to shove it along? These yer things ought to be made on cartrons—same like—"

"If you could only 'old up your end, Bill."

"You'll pardon me," says Bill, with heated politeness, "but it's your end that sticks."

"Ah!" remarked the other pityingly, "you ain't the man for liftin' that you was."

"I can do a bit with me fist still, and chance the ducks."

"Do you think," asks the Female Bird agitatedly, "that I could help at all?"

"Yes, ma'am, you can 'elp. You can 'elp by standing a one side and not interferin'."

"I beg pardon," she remarks with humility.

"Now then, Bill. Altogether. One two, three and away we go."

The piano-forte shows renewed signs of temper on finding itself half-way up the narrow staircase, and temper reaches the point of sullen obstinacy when it is urged to turn into the front room. There the piano-forte defies the two shirt-sleeved men to do their best, and would, indeed, score a victory, only that it has not allowed for the ingenuity of furniture-movers; on being tipped up at the one end and shifted artfully at the other it lurches up again and into the room with a stagger, and the men breathe, while the Female Bird sends a look of pious thankfulness to the ceiling. A sofa comes in on two tired legs, like something in a pantomime.

"Do I thank you for this to my colleagues."

"Who are you calling names?" demands the other hotly, as the sofa hits him. "You're always chipping me about my being thin. I shall set about you directly, and see if I can't put a stop to it, see?"

"I only give you a word of advice, old man."

"I'll advise you, my lad, if you ain't careful. I can stand a certain amount of chaff, but once you cross the line—"

"Would you mind," suggests the Female Bird with humility, "bringing in the sideboard now? You won't break the looking-glass of it, will you?"

"Since you mention it, ma'am," says Jim, "we'll bring it in. Come on, Fanny!"

"You'll aggravate me presently," declares the thin man, "to such a pitch that I shan't know what I'm up to."

"Now, I wonder," remarks Jim going down and stepping into the cavern, "I wonder whether we shall notice any difference."

The wrangling between the two men goes on with occasional assistance on one side or the other from the lad until the heavy articles have been transferred upstairs; this effected they fan themselves with their green baize aprons, and talk pointedly of the impossibility of working on and on without a drop of lotion to keep body and soul together; as the Female Bird, possessed with desperate anxiety to get everything into the nest before the Male Bird shall return at half-past five from the City, takes but a casual interest in this, Jim, the lively man, tells with gruesome relish the story of a friend of his who lived near Peckham Rye, a tall, fine, up-standing chap, but a strict Congregationalist who used to do removing on teetotal principles. One day (just such a day as this) he was helping to move a family from Nunhead to Brockley, and the lady of the house, being a kind-hearted woman (like yourself, ma'am), offered him a drop of beer and he, silly like, said "No, thanks"; five minutes later or it might have been six minutes later, he fell down and expired.

"Expired?" echoed the Female Bird, distressed at this painful anecdote.

"Like a blooming' door," declared the stout man. "And if you don't like to believe me, ask old Teddy Fugh, who's living up in the north now, and he'll tell you the same."

The Female Bird is so much perturbed at this, and so anxious to show that she is ready to accept the stout man's word without corroboration, that she finds her purse and offers doubtfully a shilling. Jim, recovering his spirits at this, says that the young 'un likes to go and fetch it, so he's prepared to help in the dining of it, and a very pleasant quarter of an hour is spent on the tail-board of the van, where a few children, out of school, have now gathered under some idea that they have found a part of a circus. When, after several hints from the anxious Female Bird, they resume work, there is an air of greater cheerfulness; they comment on the articles which they carry, and throw them periphrastically from one to the other to the terror of their owner, with a "How's that, umpire?" when a catch is made, and a "Yab! butter-

fingers," when this is not effected. The Female Bird having tucked muslin curtains at the front-room window, and placed a linen fold on the table, she goes to the door, and might think the place to be completely furnished, gives a short quick shriek as a scarlet flower-pot, fumbled by Jim, falls on the clinkers, that border the path, and goes into twenty pieces. Child-rn in the roadway feel partly repaid by this for waiting.

"It had got to be broke some day," says Jim with fatalism. "Good thing it wasn't anything else."

"I don't know what my husband will say."

"That's nothing!" declares the man disparagingly. "Why, I broke a blooming statue once, didn't I, Bill? Statue of a lady it was, but the party of the 'ouse being a cheerful, and she's not a bit more to the matter. She should call it Venus of something or other. Wasn't that so, Bill? Bless your 'art, it's always 'wise to make the best of everything, ain't it, Bill?"

The last stages take an unnecessary time, and the amount of defilement required before the brass fender is transported and the fore-thought demanded ere portions of the bedstead are dealt with bring the Female Bird to the point of ire. She looks up the road, agitatedly, flies about the front of the house, picking up remnants of matting, and finally makes declaration of her wishes to the men.

She desires above all things that they should be gone and everything should appear orderly ere her husband returns.

"Oh, yes," says the Female Bird, "quite three weeks."

"We'll clear off, ma'am," says Jim, after consideration. "Bill, on with your jacket! Boy, take them nosebags off, and wake up the 'orses."

"I'm sure I'm ever so much obliged to you."

"That's all right, missy, that's all right," you chuckled your bowler 'at up on the roof. You ain't the first young couple that I've eloped to set up 'ouse. Are they, Bill?"

As the huge van lumbers up-hill and the three lighting their pipes wave a farewell, the Female Bird becomes very busy in the rooms, lighting the standard lamp with the pink shade, shaking rugs, hanging up pictures by Marcus Stone, but not so busy that she cannot look out now and again from the balcony at the line of City men hastening home to dinner. These give her no interest at all until she detects the Male Bird, frock-coated and serious; whereupon she flutters her hankerchief, and he, throwing away his business mask, laughs and waves his silk hat. She meets him at the doorway, and presently they appear on the small balcony, which is just large enough for two if they do not mind standing close to each other.

"Well, well, well," says the Male Bird, amazedly. "I knew you were an extraordinarily clever girl, but I had no idea you were such an extraordinarily clever girl."

A KNIGHT-ERRANT.

Mr. Herbert Standish, barrister-at-law of the Inner Temple, possessed what other men considered an inexplicable fascination for women of all ages.

He did not go out of his way to exercise it, and those malevolent persons of his own sex, who spoke of him as male flirt, with biting references to his age, were hardly justified of their bitterness. As a matter of fact, the many vagrant fancies which had fixed upon him at one time or another had done so uninvited.

It was hardly to be imputed to him as a fault that he could not help being nice to women, and being perhaps a little nicer than usual when it was made plain to him that another girl or woman had fallen in love with his grizzled hairs and his forty years.

He was a spare, tall, long-limbed man, with a certain elegance of air which marked him out in the drawing-rooms he frequented or in the saloons of the pleasure boats.

His hair was grey, his eyes were grey, his skin, and the faded look of his eyes, hardly took from his attractiveness. Indeed something, the mystery of his coldness perhaps, seemed to make him more alluring to women as the years passed.

As a matter of fact, Standish was not cold. He was indeed fresh and unexpectedly romantic under his apparently invulnerability. Once, long ago in early manhood, he had dreamed for an instant of love, as he had dreamed it. It had not been for him, and it had flown to fairer worlds almost before he had realised its beauty, but he had never forgotten the revelation.

If now he sometimes looked over-curious at the girls and women he met, it was because he had always an irrational hope that that divine glimpse might again be vouchsafed to him. How did he know but that any day, in any drawing-room, in the street, on the river, he might meet the lady of his dreams. He had always been disappointed hitherto. Never since Mary Grayson died, had he met Love.

Women of all ages made much of him. He was eligible as well as attractive, and had gifts of mind as well as of person and manner.

So it was that he had drifted into being made much of by Mrs. Lawrence, the wife of Tom Lawrence, a good honest stupid fellow, one fair hair of whose head was worth all the rest of his.

Standish could hardly have explained himself how he had drifted into being always at Mrs. Dolly's beck and call, and why he was to be found so often on the hearth rug at "The Cedars" when the Lawrences' butler brought in the afternoon tea. It was Mrs. Dolly's doing, no doubt, and Tibby, who was head-over-ears in love with his heartless little wife, looked on Dolly's friendship with Herbert Standish contentedly.

Standish arrived one afternoon in April rather later than usual, and found Mrs. Lawrence very much put out at something or other. Even the little maid-servant, who had been dismissed, which he laid at the door of the discontented housewife. For the first time Standish felt that Mrs. Dolly was inclined to impose a yoke upon him to which his broad shoulders did not bend gracefully.

While he was chafing a little at the lady's exactions, the hopes of the house, Guy, Cecil, and Arthur, rioted into the room, followed more demurely by their sister, Millicent, a mincing little girl, who, by-and-by, would be the image of her mother. It was a jest of Mrs. Dolly's that Standish was to marry Millicent one day; and even now, at eight years old, Millicent, nursing her doll, made unsuspected eyes at the tall figure on the hearthrug.

Following came Nora O'Brien, Mrs. Lawrence's new governess.

As the slender girl in the straight blue frock passed, silently, to her place behind the tea-table, Standish's heart gave a sudden unexpected throb. With such a heart-throb the lad of eighteen had looked on the heaven-defined beauty of Mary Grayson, but never since, never since had it beaten with such a high hope, with such a quick despair.

The window that in the garden rose above the golden-roses dyed the plain.

Always we with the dream of love.

An instant, and he had stepped forward to take the cups from the new governess's hand.

Mrs. Lawrence had not introduced him to the new inmate of her house. She never did introduce her governesses, a fact of which Standish was aware, and which had often caused him a feeling of contemptuous irritation.

with charming Mrs. Dolly. But since he was about a year or two older than she, he had not spoken to her with the long line of Mrs. Lawrence's governesses, so many of whom had failed to please the lady and her exacting young daughter.

As he took the cup from Miss O'Brien's hand, he paused an instant and looked down into her eyes. She did not change colour, but looked up at him steadfastly. Her eyes were dark-blue, fringed with black lashes. He seemed to look down into her heart in that instant of time, to ask her if she was really the one he had been looking for since he lost Mary Grayson. What she answered with her steady, fast long look he could not read so easily. Only he was sure she was honest and true, and her love was his to win if he could. He smelt the fresh spring-like smell of the daffodils in the breast of her blue gown. It was bewildering.

Then a word from his hostess, spoken "a little snappishly," recalled him. He carried the cup of tea to Mrs. Dolly, and fetched her the tiny table to hold it which she was in the habit of using. He offered her the *finis gratias* sandwiches and the buttered toast. Only a very fine observer would have noticed that his eyes were alert now, no longer jaded, and that something like a spring wind had put a little colour in his face and ruffled his smooth hairs ever so little.

Little Millicent on her footstool watched the new governess from eyes that had a trick of narrowing like her mother's, watched her and then went on dutifully to Herbert Standish's subtly altered face.

The weeks of the spring went by in a jocular procession, Standish was as assiduous as ever in his attendance at "The Cedars," and the house by the river grew pleasanter as they may burst in blossom, and the little fittles of the water-lilies rocked at its moorings.

He hardly ever spoke with Mrs. Lawrence's governess, yet from his place on the hearthrug against the background of palms and ferns which had taken the place of the fire, his eyes watched her incessantly.

He had augured Mrs. Lawrence once or twice, by unnecessarily, as it seemed to her, turning over the pages of the governess's music or fingering by the piano while she sang her heart-piercing Irish songs in the richest, softest of contraltos. However, after a time he was forgiven, because he loved music, and it was excuse enough for his transgression, since even Mrs. Lawrence could not deny the beauty of the Irish girl's singing.

So few words had passed between them, and yet he seemed to know so much about Nora O'Brien and her uneventful history. Her father, the retired army officer, her delicate mother, the old, big barrack of a house on the Shannon, full of out-at-elbows, happy, hungry girls and boys. He imagined it as Nora's homelike eyes saw it. He knew about her years in the French convent. He knew the very names of the dogs in her Irish home. And yet so little, so little, had passed between them.

He was so far from making her conspicuous by his attentions that perhaps only one person was aware of the steady regard with which the very eyes of his soul seemed turned on Nora O'Brien, and that was a little person, supposed about this time to be much engrossed in the making of dolls for trousers.

It was about two months after Mrs. Lawrence's coming "The Cedars" that Standish came in upon a perturbed scene in the drawing-room, where things were usually so well-ordered. He came in unannounced by way of the garden and the verandah, to find Mrs. Lawrence and her governess confronting each other.

The lady was in a high state of wrath. Her cheek had an added brilliancy to that of the rouge-pot, and her eyes were narrowing and opening to display a fierce light in depths that usually looked shallow enough. Her voice was raised, her dramatic light hand pointed to the pale girl, who stood with one hand resting on the table as though for support.

As soon as Mrs. Lawrence caught sight of Standish, she dropped into a chair, and pressed her handkerchief to her eyes.

"I am so ashamed," she began, "such a dreadful thing for those dear children! How little I knew!"

"Mrs. Lawrence thinks I stole one of her jewels," said the girl, answering the question in Standish's face. She was white to the lips, but stood perfectly upright, and something in the pose of her uplifted face suggested an appeal from an earthly to the Heavenly Judge.

"Think!" echoed Mrs. Lawrence furiously. "When it was found hidden away among your things, you horrid girl! Upon my word, I think in the interests of justice I shall have you prosecuted. If I find you back to your father you will be presently stealing from somebody else."

"Nonsense!" said Standish, with a roughness he had never before used to a woman. "Miss O'Brien has stolen nothing of yours. What hallucination is this, Mrs. Lawrence?"

Mrs. Dolly gasped for breath, then recovered herself, and her next speech had a slow and cold malice.

"She will have to prove it, then! She admitted it from the beginning, my beautiful pink pearl pin! I should never have suspected her, of course, only for my darling Millicent's acuteness. Will you defend Miss O'Brien, Mr. Standish?"

Herbert Standish made a step or two to the girl's side, and took her cold fingers in his and raised them to his lips.

"If she will permit me," he said, "I shall defend her with my life."

There was a horrible commotion outside and suddenly a struggling little girl in the midst of a mass of boys came as though from a catapult into the middle of the drawing-room floor.

"Here she is, the little sneak!" cried Guy, Cecil, and Arthur with one voice, pushing their Millicent towards the astonished group by the door.

Millicent was dishevelled and looked cold. Her eyes had frozen tears in them, and her lips were blue.

"What have you been doing to your sister, you rough boys?" cried Mrs. Dolly indignantly, forgetting her own grievances for the moment.

"Only holding her head downward over the pond till she confessed," cried her brothers triumphantly.

"Confessed what?"

"Why that she sneaked that old pin of yours and hid it away in Miss O'Brien's things."

The miserable Millicent's tears mixed and began to run furiously down her cheeks.

"I did do it," she said, "and I don't know what I did it for, and if it wasn't for those hateful boys I say now I didn't do it. But they'd nearly driven me again."

Mrs. Dolly pushed the sobbing penitent from her.

"I'm really very much annoyed," she said. "I'm sure I don't know why people ever have any children to be so horrid. I must apologise, Miss O'Brien. Of course, you won't care to remain in charge of these children any longer."

Standish had a wicked thought of suggesting that Miss O'Brien had a very good case for damages, but refrained for Tom Lawrence's sake.

"I have only made us understand each other a little poorer," he said, taking up again the hand which the entrance of the young Lawrence had made him drop. "But, of course, to any one I could not have spared her to you for very long, Miss Lawrence."

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I had no idea—"

"I say, old fellow," shouted the three hopes of the house in one voice, "it's no end of a shame for you to go sneaking the very nicest governess we ever had!"—The King of Times

PRAISE FROM ROBERTS.

In a recently published despatch, Lord Roberts thus mentions the following officers:—General Lord Kitchener, of Khartoum, G.C.B., K.C.M.G., R.E., was as my Chief of the Staff, rendered invaluable and every loyal support, and I am greatly indebted to him for the valuable assistance he at all times afforded me. He has held a difficult position, and he has discharged his duties with conspicuous ability. I left the command of the Army in South Africa to my late Chief of the Staff with the utmost confidence that he would do all that was possible to bring the present phase of the war to a speedy conclusion.

Col. (temporarily Major-General), Sir William Nicholson, K.C.B., has already been mentioned by me for good services as director of Transport, but I should like to record here the assistance he has always been ready to give me in any other matters which from time to time I have had occasion to refer to him. His marked ability and fine experience in all administrative work have been of very great value to the Army in South Africa.

Col. Ian Hamilton, C.B., D.S.O., has already been repeatedly mentioned for his services in Natal and the siege of Ladysmith. In March 1900 he joined me in the Orange River Colony, and since then has at different times been in command of a Mounted Infantry division, a division of Infantry, and large mixed forces of all arms. I have long had occasion to recognise the exceptional military qualifications of this officer, and the high expectations which I had formed of his capacity for command have been amply justified.

Lieut.-Gen. Lord Methuen, K.C.V.O., C.B., C.M.G., has been in command of a division since the first despatch of troops from England in October 1899. The manner in which he has kept his command at all times ready and complete for service, the rapidity of his movements, combined with his untiring energy and conspicuous courage, have largely contributed to the present comparative quiet on the western border of the Transvaal.

Major-General Sir A. Hunter, K.C.B., D.S.O., is an officer possessed of great soldierly qualities and considerable experience in war. He came out to South Africa as Chief of the Staff to Sir Redvers Buller, but owing to the force of circumstances he served during the siege of Ladysmith as Chief Staff officer to Sir George White. He with his division, came under my direct command in April 1900, since when he has performed valuable service in connection with the

Intimations.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CANTON LAND CO., LIMITED.

NOTICE is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

Notice is hereby given that the following

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 14, Queen's Road Central.

Hongkong, 3rd January, 1901.

SIEN TING, SURGEON DENTIST.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1900.

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

Underwritten AGENTS of the above Company are pleased to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

HONGKONG, 28th May, 1900.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th May, 1901.

DROZ & Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS: MAXIM, BERNARD, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901.

SINGING, PIANO, MANDOLINE, AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.

TERMS: 5/6 per Month.

(Two Lessons per Week).

Application may be made by intending pupils through the ROBINSON PIANO Co.

Hongkong, 20th April, 1901.

NEW GOODS.

PLENTY

IN

HAND.

JAPANESE CURIOS.

D. NOMA,

No. 12,

Beaconsfield

Arcade,

Opposite the City Hall.

Hongkong, 30th April, 1900.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENTS' WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD.

Watson's Building.

KANANGA

OF JAPAN

(REGISTERED)

RIGAUD and Co.

PARIS

Kananga Water

The most delightful

Toilet Water. It renders the skin firm, relieves

mosquito bites and imparts a delicate fragrance

and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S IRORE D'AFRIQUE EXTRACT

RIGAUD'S LILY OF THE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamae EXTRACT

RIGAUD'S VIVIANNE, S. PARIS

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crew

of the following Vessel during her stay in

Hongkong Harbour.

SEA WITCH, American ship, Hovey, Master.

ADOLPH OBRIEN, American ship, Amshewy,

Master.

Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.

(June 1st).

| Companies. | Paid-up Capital. | Latest quotation. |
|---|------------------|-------------------|
| Banks. | | |
| Hongkong & Shanghai Banking Corporation | \$125 | 180 3/4 premium |
| The Bank of China (Ordinary) | £ 5 | Nominal |
| The Bank of China (Deferred) | £ 5 | 1/2 buyers |
| National Bank of China, Ltd. | £ 8 | 1/2 buyers |
| Union Ins. Society of Canton, Ltd. | £ 50 | 5/40 sales |
| China Traders' Ins. Co., Ltd. | £ 25 | 5/40 sales |
| North China Ins. Co., Ltd. | £ 25 | 1/2 buyers |
| Yangtze Ins. Assoc. Ltd. | £ 50 | 1/2 buyers |
| Canton Ins. Office, Ltd. | £ 50 | 1/2 buyers |
| Straits Ins. Co., Ltd. | £ 20 | 1/2 buyers |
| Fire Insurance. | | |
| Hongkong Fire Ins. Co., Ltd. | £ 50 | 3/55 sales |
| China Fire Ins. Co., Ltd. | £ 20 | 3/54 sellers |
| Shipping. | | |
| Hongkong, Canton & Macao Steamboat Co., Limited | £ 15 | 3/41 sellers |
| Indo-China Steam Navigation Co., Ltd. | £ 10 | 5/33 |
| China & Manila S.S. Co., Ltd. | £ 40 | 5/33 sellers |
| Douglas Steamship Co., Ltd. | £ 50 | 5/33 buyers |
| China Mutual S. N. Co., Ltd. (Pref.) | £ 10 | 1/2 buyers |
| China Mutual S. N. Co., Ltd. (Ord.) | £ 10 | 1/2 buyers |
| China Mutual S. N. Co., Ltd. (Ord.) | £ 10 | 1/2 buyers |
| Star Ferry Co., Ltd. | £ 5 | 1/2 buyers |
| "Shell" Transport & Trading Co., Ltd. | £ 21 | 5/31 sellers |
| Refineries. | | |
| China Sugar Refining Co., Ltd. | £ 100 | 5/34 |
| Luzon Sugar Refining Co., Ltd. | £ 100 | 5/38 sellers |
| Mining. | | |
| Panjoon Mining Co., Ltd. | £ 9 | 5/74 sellers |
| Panjoon Mining Preference Shares | £ 1 | 5/40 |
| Société Française des Charbonnages du Tonkin | £ 250 | 5/320 buyers |
| Quean Mining Co., Ltd. | £ 25 | 5/320 buyers |
| Jebleu Mining Co., Ltd. | £ 5 | 5/25 sellers |
| Trading Co., Ltd. | £ 18 | 5/32 sellers |
| Oliver Freehold Mines, Ltd. | £ 5 | 5/34 sellers |
| Oliver Freehold Mines, Ltd. | £ 5 | 5/34 sellers |
| Dooks, Wharves and Godowns | £ 5 | 5/34 sellers |
| Hongkong & Whampoa Dock Co., Ltd. | £ 50 | 5/325 |
| Hongkong and Kowloon Wharf & Godown Co., Ltd. | £ 50 | 5/325 buyers |
| Wholesale Warehouse and Storage Co., Ltd. | £ 371 | 5/64 |
| New Amoy Dock Co., Ltd. | £ 5 | 5/324 buyers |
| Lands, Hotels and Buildings. | | |
| China Provident Loan & Mortgage Co., Ltd. | £ 10 | 5/34 sales |
| Hongkong Land Investment & Agency Co., Ltd. | £ 100 | 5/300 sales |
| Kowloon Land and Building Co., Ltd. | £ 30 | 5/30 sales |
| West Point Building Co., Ltd. | £ 50 | 5/36 buyers |
| H'kong Hotel Co., Ltd. | £ 50 | 5/328 sellers |
| Oriental Hotel Co., Ltd. | £ 50 | 5/328 sellers |
| Humphreys & Co., Ltd. | £ 10 | 5/34 sellers |
| Cigar Companies. | | |
| Alhambra, Limited | £ 500 | 100 % p. |
| La Commercial, Ltd. | £ 500 | 100 % p. |
| Hensiana Limited | £ 500 | 100 % p. |
| La Favorita | £ 500 | 100 % p. |
| Miscellaneous. | | |
| Green Island Cement Co., Ltd. | £ 10 | 1/194 sellers |
| China-Borneo Co., Ltd. | £ 15 | 5/38 sellers |
| A. S. Watson & Co., Limited | £ 10 | 5/161 ex div. |
| Hongkong Electric Co., Limited | £ 10 | 5/121 buyers |
| Hongkong Electric Co., Limited | £ 10 | 5/121 buyers |
| Hongkong and China Gas Co., Ltd. | £ 10 | 5/35 buyers |
| Hongkong Rope Manufacturing Co., Ltd. | £ 50 | 5/160 sales |
| Geo. Fenwick & Co., Ltd. | £ 25 | 5/35 sellers |
| H'kong Ice Co., Ltd. | £ 25 | 5/175 buyers |
| H'kong High-Level Tramways Co., Ltd. | £ 100 | 5/225 buyers |
| Delany Farm Co., Ltd. | £ 5 | 5/7 buyers |
| Hongkong and China Baking Co., Ltd. | £ 50 | 5/30 sales |
| Campbell, Muir and Co., Ltd. | £ 10 | 5/20 |
| Bell's Asbestos East-ern Agency, Ltd. | £ 1 | 5/10 |
| United Asbestos Oriental Agency, Ltd. | £ 4 | 5/12 buyers |
| Tebrau Planting Co., Ltd. | £ 5 | 5/31 sellers |
| Universal Trading Co., Ltd. | £ 20 | 5/20 sales |
| H.K. Steam Water-boat Co., Ltd. | £ 5 | 5/7 |
| China Light & Power Co., Ltd. | £ 20 | 5/49 |
| Robinson Piano Co., Ltd. | £ 50 | 5/50 |

BENJAMIN, KELLY & POTTS, Share Brokers. Telephone Address: "Rialto." Telephone No. 128.

EXCHANGE.

Hongkong, 1st June.
ON LONDON, Telegraphic Transfer, 1/11 1/16
Bank Bills, on demand 1/11 1/16
Credits, 4 months sight 1/11 1/16
D'cents, 4 months sight 2/0 1/16
ON BERLIN, Bank Bills, on demand 2/0 1/16
ON PARIS, Bank Bills, on demand 2/0 1/16
Credits, 4 months sight 2/0 1/16
ON NEW YORK, Bank Bills, on demand 47 1/2
Credits, 30 days sight 48 1/2
ON HOMBAY, Telegraphic Transfer 146 1/2
ON SHANGHAI, Telegraphic Transfer 72 1/2
ON YOKOHAMA, T.T. 31 1/2
Sovereigns, Bank's Buying Rate 31 1/2
Gold Leaf too touch, per tael 52.10
Bar Silver 27 7/16
Dollars 100.00

OPIMUM QUOTATIONS.

Hongkong, 1st June.
New Patna 93 1/2 per chest.
New Benares 92 1/2
Old Benares 90 1/2
Old Malwa 85 1/2
Persian, paper tied 85 1/2

VESSELS IN PORT.

Steamers.
AIRLINE, British steamer, 2,500, St. John George, 28th May, Sydney 5th May, Brisbane 7th, Townsville and Cairns 10th, Cooktown 15th, Thursday Island 15th, Port Darwin 16th and Manila 24th, General—Gibbs, Livingston & Co.
ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April, Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.
BENVOIR, British steamer, 2,164, R. W. Thomson, 26th May, Moji 21st May, Coal—Gibbs, Livingston & Co.
BRAEMAR, British steamer, 2,316, Wm. Watt, 24th May, Dalny 19th May, Ballast—Dodwell & Co., Ltd.
BURNSIDE, American steamer, 1,400, A. H. Laflin, 14th April, Manila 11th April, Coal—Government.
CHOWT, German steamer, 1,115, A. Müller, 28th May, Hoï, 27th May, Pigs and Hens—Butterfield & Swire.
DECIMA, German steamer, 794, C. Christensen, 29th May, Saigon 24th May, Rice—Nam Wo.
ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May, Chinkiang 13th May, General—E. A. T. Co.
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 28th May, Vancouver, (B.C.) 6th May, and Shanghai 25th, Mails and General—C. P. R. Co.
GLENLOCHY, British steamer, 2,997, H. Hill, 29th May, Antwerp via Middlebrood and London 18th April, and Singapore 24th May, General—McGregor Bros. & Gow.
HALLS, British steamer, 785, L. Bathurst, 31st May, Foonchow 21st May, Amoy 27th, and Swatow 30th, General—Douglas, Laprak & Co.
KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th May, Iloilo and Cebu 20th May, General—Butterfield & Swire.
KEONG WAI, German steamer, 1,115, A. von Riegen, 27th May, Bangkok 19th May, Rice and Teak—Butterfield & Swire.
KWEIANG, British steamer, 1,062, A. W. Outerbridge, 27th May, Tientsin 21st May, General—Butterfield & Swire.
MARIE JESSEN, German steamer, 1,771, P. Henniger, 30th May, Saigon 25th May, Ballast—E. A. T. Co.
MEADE, American steamer, 5,526, G. W. Wilson, 26th April, Manila 23rd April.
MUNCHEN, German steamer, 4,691, Krebs, 28th May, Caroline Islands 15th May, Ballast—Melchers & Co.
NATUNA, German steamer, 958, W. Bartling, 28th May, Yap 15th May, Ballast—Melchers & Co.
NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 31st May, San Francisco 3rd May, Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 26th, and Shanghai 26th, Mails and General—P. & O. S. N. Co.
NUEN TUNG, German steamer, 1,341, C. Schlegel, 31st May, Sydney 2nd May, General—Melchers & Co.
PELAYO, British steamer, 1,100, F. Prynne, 31st May, Foonchow 29th May, General—G. McEldon.
POMPEY, American steamer, 785, J. H. Bertrander, 21st May, Manila 18th Mar. Coal—U. S. Navy.
PRONTO, German steamer, 632, H. Grandt, 29th May, Iloilo 24th May, General—Siemens & Co.
RAJA BURI, German steamer, 1,189, Ahlborn, 30th May, Bangkok 20th May, Rice—Melchers & Co.
ST. ERCH, British dredger, 550, R. Ravelle, 30th May, Wei-hai-wei, 25th May.
SARINA, German steamer, 2,054, F. Pastaw, 30th May, Moji 25th May, Coal—Carlowitz & Co.
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.
THALES, British steamer, 856, A. J. Robson, 30th May, Swatow 29th May, General—Douglas, Laprak & Co.
UNIVERSITY, Norwegian steamer, 1,635, U. V. Eginnes, 27th May, Chefoo 21st May, Flour—Order.
WONGKOL, German steamer, 1,108, Butler, 28th May, Yap 15th May, General—Butterfield & Swire.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast—Order.
DUNDIE, British ship, 1,998, Hennings, 14th Oct., New York 29th June, Kerosine Oil—Standard Oil Co.
EVIE J. RAY, American bark, Kaster, 24th May, Singapore 27th Mar., Timber—Sander, Weller & Co.
FULWOOD, British ship, 1,086, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar., Ponape and Carol line Island 11th Mar., Copra—Master.
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar., Port Townsend 28th Dec., General—Holliday, Wise & Co.
MAP